

such as unemployment among those with disabilities.

A TRIBUTE TO HARRY LARRISON,  
JR.

HON. DICK ZIMMER

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

Mr. ZIMMER. Mr. Speaker, I rise today to honor a remarkable individual, Mr. Harry Larrison, Jr. of Ocean Grove, NJ. Mr. Larrison will be honored on Wednesday, April 17, 1996, at a testimonial dinner commemorating 30 years of service to the U.S. Freeholders. His years of service merit him the honor of being the dean of the U.S. Freeholders. I am proud that I have known Harry for many years both as a friend and a colleague in the State of New Jersey.

Harry's involvement in politics began at the age of 19 when he received an appointment to the Neptune Township Housing Authority. He went on to fill a vacancy and get reelected twice to the Neptune Township Committee. In 1966, Harry was asked to fill a vacancy on the Board of Chosen Freeholders. His appointment to this position began what has become a legacy of public service.

Over the years, Harry has been instrumental in the progressive development of Monmouth County government. The county has a number of distinguished facilities that can be attributed to Harry's dedication and insight, including an award-winning park system, the largest library system in New Jersey, and the county-owned Brookdale Community College.

Harry's foresight allowed him to recognize and develop a solution to the impending environmental problems associated with garbage waste disposal in Monmouth County. Despite significant opposition, Harry championed the development of a county-owned landfill which has improved the environment and generated a recycling problem that became the model for many programs around the State.

In 1995, Gov. Christine Todd Whitman appointed Harry to a seat on the prestigious New Jersey Highway Authority. In addition, he has served the State as a member of the State Department of Civil Service Intergovernmental Advisory Committee and as a former president of the New Jersey Association of Counties.

Harry Larrison remains an active member of the Eagle Hook and Ladder Fire Company of Ocean Grove where he served as chief. He also is a member and former captain of the Ocean Grove First Aid Squad, a member of the Neptune Township Citizens Advisory Committee, a member of the Ocean Grove Masonic Lodge No. 328, and Elks Lodge No. 128 of Asbury Park.

Although Harry has dedicated much of his life to Monmouth County and the State of New Jersey, nothing is more important to him than his family. I join his two daughters and two grandsons in thanking for his many years of dedication and service and wishing him all the best for the future.

AMERICA'S CABOTAGE LAWS ARE  
VITAL TO THE SUCCESS OF OUR  
U.S. FLEET

HON. RANDY "DUKE" CUNNINGHAM

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

Mr. CUNNINGHAM. Mr. Speaker, earlier this week, all 14 members of the National Security Committee's Special Oversight Panel on the Merchant Marine circulated a "Dear Colleague" letter expressing our strongest support for America's cabotage laws, including the Jones Act, and our continuing opposition to changes in these laws. Effective at the beginning of this Congress, the National Security Committee became the committee of primary jurisdiction over cabotage matters such as the Jones Act. In addition, a majority of the members of the Coast Guard and Maritime Transportation Subcommittee also signed the "Dear Colleague."

In the letter, we noted the national security, economic, environmental and safety benefits of the cabotage laws. I have a particular interest in the national security importance of the U.S. fleet. Recently, 61 retired Navy admirals, including five former Chiefs of Naval Operations, penned an open letter to Congress calling the commercial maritime infrastructure of the United States—the domestic vessel operators, shipyards, seafarers and others operating under the cabotage laws—the true source of our maritime power. This is an extraordinary endorsement from the people who know best.

This "Dear Colleague" sends an unmistakable message to those who have spent the last year attempting to tear down the Jones Act and allow foreign ships into our domestic commerce. The Merchant Marine Panel's commitment to America's cabotage laws is unanimous. Although those 14 members—Democrats and Republicans, liberals and conservatives—disagree on many issues, there is an absolute agreement on the importance of cabotage. We will continue to oppose any changes to these important laws.

A copy of the "Dear Colleague" letter is attached. Signers of the letter include Representative HERB BATEMAN, chairman of the Merchant Marine Panel; Representative GENE TAYLOR, ranking member of the panel; Representative DUNCAN HUNTER, chairman of the Subcommittee on Military Readiness; Representative RON DELLUMS, ranking member of the full National Security Committee; Representative BOB CLEMENT, ranking member of the Coast Guard Subcommittee; Representative RANDY "DUKE" CUNNINGHAM; Representative WILLIAM J. JEFFERSON; Representative CURT WELDON; Representative JIM LONGLEY; Representative BOB BORSKI; Representative JOE SCARBOROUGH; Representative NEIL ABERCROMBIE; Representative TILLIE K. FOWLER; Representative JIM SAXTON; Representative PATRICK KENNEDY; Representative OWEN PICKETT; Representative DON YOUNG; Representative JANE HARMAN; and Representative SUSAN MOLINARI.

CABOTAGE LAWS PROVIDE IMPORTANT  
NATIONAL BENEFITS

DEAR COLLEAGUE: Congress has always supported the principle that vessels used to transport cargo and passengers between U.S. ports should be built in the United States,

crewed by American citizens, and owned by American companies. The body of law affirming this principle is known as "cabotage" and is sometimes generically referred to as the Jones Act. (Other countries throughout the world, including major industrialized nations and key U.S. trading partners, have similar cabotage laws.) These laws provide critical national security, environmental, safety and economic benefits and deserve our support.

The national security benefit of the domestic fleet is substantial. In times of international crisis, the U.S. domestic fleet keeps goods flowing reliably and securely between U.S. ports, supporting military action overseas. In times of peace the cabotage laws help assure a vibrant, competitive marine infrastructure so critical to our nation's security. A recent letter to Congress from 61 retired Navy admirals, including five former Chiefs of Naval Operations, stressed the importance of the domestic fleet:

American maritime power is the sum of our national maritime infrastructure . . . Carrier battle groups and modern container-ships are at the forefront, militarily and economically. However, it is the shipyards and their skilled artisans, the pool of experienced and trained seafarers, marine suppliers large and small, vessel insurers and financiers, and the federal, state and private maritime training establishments that constitute the true source of our total power.

Of particular significance, the U.S. fleet provides vessels and crews to meet U.S. security needs without requiring the Defense Department—and hence the taxpayer—to bear the substantial costs of building, manning, and maintaining a government fleet and logistics capacity already provided by the private sector.

Repeal of the cabotage laws would result in a takeover of our domestic waterborne transportation system by foreign companies. Those foreign companies could enjoy a significant competitive advantage by: 1) operating subsidized vessels (U.S. domestic fleet vessels are not subsidized); and 2) operating exempt from the American tax system, labor laws, safety statutes, environmental requirements and a host of other laws. Our maritime industry—as well as railroads, truckers, and others engaged in the competitive American transportation business—should not be asked to compete here under a system that institutionalizes a capital and operating cost advantage to foreign operators. The American government must not discriminate against American business in this fashion.

The cabotage laws promote the highest standards of marine safety and environmental protection in U.S. ports and waterways. These laws ensure that vessels moving between U.S. ports comply with the full range of applicable environmental and safety laws, all of which are among the world's highest. The U.S. Coast Guard's ongoing "Port State Control" initiative, which aims to crack down on substandard foreign-flag vessels calling at U.S. ports, underscores the important contribution made by the cabotage laws in preserving the health of our resources-rich waters and coastlines.

Finally, because of our cabotage laws, the economic benefit of the U.S. domestic fleet is substantial. Our fleet pumps some \$15 billion into the nation's economy annually, including \$4 billion in direct wages to the 124,000 American workers employed in the operation, construction, and repair of Jones Act vessels. Jones Act wages alone generate \$1.4 billion in Federal and state tax revenues. Because the domestic fleet receives no operating or construction subsidies from the U.S. government, these benefits accrue to the nation at no expense to the federal government or to the U.S. taxpayer.

American cabotage laws greatly benefit the U.S. national security, economy, and natural environment and deserve our committed and continuing support.

### THE LEGACY OF JIM ROUSE

HON. RICK LAZIO

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

Mr. LAZIO of New York. Mr. Speaker, when I decided last Wednesday that I wanted to come to the floor to speak about Jim Rouse, I realized that there is a lot to talk about. Jim's involvement in housing and community building spans seven decades and represents some of the most important changes in how this country lives.

Jim Rouse's legacy is enormous, but it is more than creating the idea of a shopping mall. It's more than a Presidential Medal of Freedom. It's more than his work for the Federal Housing Administration in its infancy during the Great Depression, when it played such an important part in Americans lives and forged a new path for home finance. His legacy is more than the work he did for President Eisenhower's task force on housing in 1953 or for President Reagan's task force on private housing in 1982.

Jim Rouse's legacy goes beyond places like Columbia, MD, a town not far from this very building where his vision of integrated, economically varied community of families took root. His legacy is more than the revitalized urban areas in Boston and Baltimore and other cities across the country whose citizens owe him such a debt for his hard work and vision of the healthy and vibrancy that their neighborhoods and communities could regain.

Jim Rouse's legacy goes beyond even the Enterprise Foundation that he created in 1982 with his wife Patty and the goal of seeing that all low-income people in this country should have decent housing and an opportunity to put themselves out of poverty.

Jim Rouse's most important legacy is his belief that we, as a Nation and as a national community, cannot and will not abandon cities and the families and people who live in them. We must embrace inner-city neighborhoods and work to improve their economies and to renew their vibrancy. Jim Rouse believed in the importance of cities both as centers of commerce and as a fundamental basis of what makes up our national identity—our fundamental American character.

It's a proud and potent legacy.

More than 10 years ago Jim Rouse said in an interview that "we need to work from the neighborhoods, from the bottom up" to create the necessary systems to deal with low-income families and poverty-stricken neighborhoods. He was pursuing just that kind of model when he died. His work in Baltimore's Sandtown-Winchester community tried to address all of the needs of a dysfunctional community—housing, education, health care, public safety and employment—to create a community based strategy.

Mr. Speaker, this country was very fortunate, not only to have had him a part of our national community, but to have had him play such an important role in shaping our national character and in defining not only who we are,

but who we ought to be. I hope that we can continue to work in the spirit Jim Rouse inspired.

### IN RECOGNITION OF DAN RIEDL'S "ANSWERING AMERICA'S CALL" WINNING COMPOSITION

HON. MICHAEL G. OXLEY

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

Mr. OXLEY. Mr. Speaker, I want to take this chance to recognize Daniel Riedl, the Ohio State winner of the Voice of Democracy broadcast contest. This competition is sponsored by the Veterans of Foreign Wars and its Ladies Auxiliary.

Mr. Riedl exemplifies the civic and patriotic strength of much of today's youth. Mr. Riedl recounts the story of his immigrant grandfather who came to this country and worked his way through our educational system to earn his doctorate. His grandfather also defended this country in World War II. The United States is the land of freedom, but it is also a land where determined individuals use this blessing for a greater good. Mr. Riedl's grandfather did this and Mr. Riedl continues this responsibility today. America is the land of opportunity, but it would not be so if there were no people like the Riedls, who are willing to defend its ideals. I congratulate Daniel Riedl and his stirring account of freedom, responsibility, and sacrifice.

### TRIBUTE TO RICHARD LEROY LEHNER

HON. DAVE CAMP

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

Mr. CAMP. Mr. Speaker, it is with great pleasure I rise today to congratulate Comdr. Richard Leroy Lehner of Sumner, MI, on his retirement as Michigan's State Commander of Foreign Wars.

Mr. Lehner has a long and distinguished career with the Veterans of Foreign Wars, first joining with the Mark Daniels V.F.W. Post #1735 in 1986. After years of hard work, and endless dedication, Richard was proudly elected as State commander on June 18, 1995.

His motto while State commander was "One Step Ahead" which clearly represents not only his personal commitment, but also the immense role he played in the progress and development of the V.F.W. Under Mr. Lehner's leadership were 86,479 members in the State of Michigan with 431 posts, 14 districts, and 10 county councils.

Mr. Speaker, Richard Lehner's active participation in the V.F.W. and community has earned him the respect and admiration of friends, family, and fellow community leaders. Richard's love of and dedication to this country and the American veterans is clear. He has consistently gone beyond what was expected or required to achieve excellence. His reputation as an honest, dedicated, hard-working public servant will serve as an example for many years to come. I know you will join me in recognizing his achievements and wishing him a satisfying retirement.

SARAH L. WATSON-BLANDING

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

Mr. TOWNS. Mr. Speaker, I want to recognize the contributions of one of Brooklyn's most committed community activists, Sarah L. Watson-Blanding.

Sarah is a native of Cameron, SC, and the daughter of Mrs. Hester Bookhardt and Mr. Richard Watson. After an early education from Orangeburg, SC, schools, she graduated from Claflin College with a major in Social Science and a minor in Education. Sarah also did graduate work at New York University.

For the past 25½ years, Sarah Blanding has been an outstanding employee with the Department of Labor. For her work, Sarah received both the Merit Award and the Julius Shapiro Youth Award for the highest placement of youth in New York City.

Sarah has continued her collegiate activism with the Zeta Phi Beta Sorority and the NAACP. She is also an energetic member of the New Canaan Baptist Church and is presently the president of the Brooklyn Alumni Association of Claflin College. Sarah and her husband Jesse have one daughter, Renee, a graduate of Brown University who resides in Atlanta.

I comment Sarah Watson-Blanding on her exceptional commitment and dedication to youth and the Brooklyn community at large.

### PHARMACIST'S PATIENTS PROTECTION ACT OF 1996

HON. MICHAEL D. CRAPO

OF IDAHO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, April 17, 1996*

Mr. CRAPO. Mr. Speaker, I rise today to introduce the Pharmacist's Patients Protection Act of 1996. This legislation relates to an everyday common occurrence, namely getting a prescription filled at your local pharmacy. As we all know, when you go to your pharmacy for a prescription, the pharmacist not only offers to counsel you on how to take your medication safely and effectively, but the pharmacist also provides detailed written information that is understandable and user friendly when the prescription is dispensed.

Through the use of computer technology, consumers routinely receive written information about prescription drugs from their pharmacist in a variety of retail settings, such as pharmacies located in supermarkets, chain drug stores and independent pharmacies. And not only are pharmacists providing the information voluntarily, more importantly this written information is often specifically tailored to the particular needs of the patient in order to achieve the maximum benefit from the prescribed medication.

I applaud community pharmacists for their dedication and commitment in this important area of patient education and information, but apparently these voluntary efforts aren't good enough for the Food and Drug Administration. Even though every survey conducted since 1994 shows that patients routinely receive written information on both new prescriptions